



November 14, 2016

**INVITATION FOR BID NO. 2017-010  
RAMP PAVEMENT REPAIR  
GROTON-NEW LONDON AIRPORT**

**INTRODUCTION**

The Connecticut Airport Authority (CAA) is seeking bids for a ramp pavement repair at Groton-New London Airport located at 155 Tower Avenue, Groton, CT 06340.

**A site visit will be held at 10:00 a.m., November 18, 2016.** Late arrivals to the site visit will not be permitted. Late arrival is defined as fifteen (15) minutes or more past the starting time of the site visit. CAA will not allow site visits after this time. No claims for extra costs shall be allowed because of lack of full knowledge of verifiable conditions.

CAA reserves the right to waive any irregularities and to reject any and all bids on any basis without disclosing the reason. CAA will be the sole judge in determining as equivalent products.


Sealed bids will be received at: Connecticut Airport Authority, Attention: Laurie A. Sirois, Manager of Grants, Contracts and Procurement, 334 Ella Grasso Turnpike, Suite 160, Windsor Locks, CT 06096.

**Due date for bids is no later than 11:00 a.m., November 23, 2016 Eastern Time,** at which time they will be publicly opened. Bids must be in a sealed envelope clearly marked "**IFB No. 2017-010 – GON Ramp Pavement Repair**". CAA will not accept late bids under any circumstances. All costs incurred in connection with responding to this Invitation for Bids (IFB) shall be borne by the bidder.

The successful bidder must hold the bid price for 120 days from bid opening date, and may not withdraw their bid for at least 60 days after the time and date set for the receipt of bids.

The contract time for completion of all work is within **five (5) calendar days** from the date specified in the "Notice to Proceed". CAA is tax exempt and a certificate will be supplied as required.

In submitting a response to this Invitation for Bids, vendors hereby agree to enter into a Contract Agreement if awarded the contract.

  
\_\_\_\_\_  
Kevin A. Dillon, A.A.E.  
Executive Director

  
\_\_\_\_\_  
Laurie A. Sirois  
Manager of Grants, Contracts and  
Procurement

## **COMMUNICATIONS**

During the period from advertisement of this Invitation for Bid (IFB) and until a contract is awarded, vendors shall not contact any employee of the Connecticut Airport Authority concerning this procurement except in writing directed to the Manager of Grants, Contracts & Procurement, Laurie Sirois, via e-mail: [procurement@ctairports.org](mailto:procurement@ctairports.org).

## **SPECIFICATIONS**

SEE ATTACHED TECHNICAL SPECIFICATIONS

P-102 Sawcutting and Pavement Removal

P-154 Subbase Course Material

P-403 Bituminous Concrete Pavement

## **PLANS**

SEE ATTACHED SKETCH PLAN

## **STANDARD WAGE RATE REQUIREMENTS**

Although not anticipated, any bids in excess of \$100,000 shall comply with Section 31-53 of the Connecticut General Statutes, as revised. The wages paid on an hourly basis to any person performing the work of any mechanic, laborer or work on the work herein contracted to be done and the amount of payment or contribution paid or payable on behalf of each such person to any employee welfare fund, as defined in subsection (i) of Section 31-53 of the Connecticut General Statutes, shall be at a rate equal to the rate customary or prevailing for the same work in the same trade or occupation in the town in which such public works project is being constructed. Any contractor who is not obligated by agreement to make payment or contribution on behalf of such persons to any such employee welfare fund shall pay to each mechanic, laborer or worker as part of such person's wages the amount of payment or contribution for such person's classification on each pay day.

## **PERFORMANCE BOND AND LABOR AND MATERIAL PAYMENT BOND**

- A. With the execution and delivery of the Contract Agreement, the Bidder shall furnish, to the CAA, in the amounts herein required and in a format acceptable to the CAA, by a Surety registered in the US Treasury 570 Circular, licensed and authorized to perform work in the State of Connecticut and acceptable to the CAA, covering the faithful performance of the Contract Agreement and the payment of all obligations arising there under the following:
1. Performance Bond: A good and sufficient Performance Bond in an amount equal to one hundred percent (100%) of the total amount of the Contract, as evidenced by the Bid tabulation or otherwise, guaranteeing the full and faithful execution of the Work and performance of the Contract in accordance with the Contract Documents. This Bond shall guarantee the repair and maintenance of all defects due to faulty materials and workmanship that appear within a period of one (1) year, or as otherwise specified in the Specifications (whichever is greatest), from the date of substantial completion and written acceptance of the Work by the CAA.
  2. Labor and Material Payment Bond: A good and sufficient bond in an amount equal to one hundred percent (100%) of the total amount of the Contract, as



evidenced by the Bid tabulation or otherwise, guaranteeing the full and proper protection of all claimants supplying labor and materials in the prosecution of the Work provided for in said Contract and for the use of each such claimant.

- B. No Sureties will be accepted by the CAA who are now in default or delinquent on any bonds or who are involved in any litigation against the Connecticut Airport Authority (Owner), and/or the State of Connecticut (State).
- C. Should any Surety on the Construction Contract be determined unsatisfactory at any time by the CAA, notice will be given the Contractor, and the Contractor shall immediately provide a new Surety, satisfactory to the CAA and at no additional cost to the CAA. The Contract shall not be operative nor will any payments be due or paid until approval of the bonds has been made by the CAA.
- D. The Bidder shall require the Attorney-in-Fact who executes the required bonds, on behalf of the Surety, to affix thereto a certified and current copy of his Power of Attorney, indicating the monetary limit of such power.
- E. The cost of the bonds shall be included in the bid.

#### **INSURANCE REQUIREMENTS**

The following insurance requirements shall apply to the Contractor, its sub-Contractors, suppliers and/or any consultants as may be retained by the Contractor during the Ramp Pavement Repair at Groton-New London Airport project. The Connecticut Airport Authority shall be named as additional insured. The Contractor shall furnish three (3) original (triplicate) certificates of all required insurance to the Owner, or designated agent for approval. The certificates shall clearly indicate that the Contractor has obtained insurance of the types, amounts and classifications required by the provisions contained herein. No material change or cancellation of the insurance shall be effective without a thirty (30) calendar day prior written notice to, and approved by, the CAA, or designated agent.

- A. **Contractor's Insurance Requirements:** The Contractor, its sub-Contractors, consultants shall not commence the performance of any work or provide any services under the Construction Agreement (Agreement) with the Connecticut Airport Authority (CAA) until the insurance required hereunder has been obtained and such insurance has been given to and accepted by the CAA, or its designated agent. The Contractor shall maintain, in full force and effect, the required insurance coverage(s) for the full term of the Agreement and for such longer period(s) as may be specifically required therein. All insurance policies shall be issued by companies authorized to do business under the laws of the State of Connecticut and rated no less than "B" as to management and no less than Class "VIII" as to strength pursuant to the A.M. Best Company Insurance Guide, or its equivalent as approved by the CAA, or its designated agent.
- B. **Automobile Liability Insurance:** The Contractor shall maintain, in full force and affect, Automobile Liability Insurance covering all owned, non-owned and hired vehicles used in connection with the Agreement in amounts not less than \$1,000,000 combined single limit per occurrence for bodily injury and property damage liability. Only company-owned vehicles or company-leased vehicles leased from a leasing company licensed to do business in the State of Connecticut (with the company name clearly marked on both sides of the vehicle) will be permitted on the project site. No such vehicles shall be permitted airfield access following the date of Contract Completion as determined by the

CAA, or designated agent. The Connecticut Airport Authority (CAA), the State of Connecticut and the Engineer shall be named as additional insured.

- C. **Worker's Compensation:** The Contractor shall maintain, in full force and effect, Worker's Compensation Insurance in compliance with the prevailing State of Connecticut General Statutes.
- D. **Commercial General Liability Insurance:** The Contractor shall maintain, in full force and effect, Commercial General Liability Insurance in an amount not less than \$1,000,000 for the Contractor per occurrence combined single limit for bodily injury and property damage liability. Coverage must be endorsed to provide contractual liability. The Connecticut Airport Authority (CAA), the State of Connecticut and the Engineer shall be named as additional insured.
- E. **Excess (Umbrella) Liability Insurance:** The Contractor shall maintain, in full force and effect, insurance coverage in an amount not less than \$5,000,000 each occurrence and \$5,000,000 aggregate.
- F. **Right to Examine:** The CAA, or designated agent, reserve the right, upon reasonable notice, to examine the original or true copies of the policies of insurance (including, but not limited to binders, amendments, exclusions, riders, and applications) to determine the true extent of coverage. The Contractor agrees to such examination at the offices of the Executive Director of the CAA.
- G. **Compliance:** Compliance with the requirements contained herein shall not relieve the Contractor of its liability under any other portion of the Agreement or any other Agreement between the Contractor and the CAA.
  - 1. Cancellation of any insurance or non-payment by the Contractor of any premium for any insurance policies required by the Agreement and recited herein or the applicable sub-Contractor(s) or consultant's contract(s) with the Contractor shall constitute a breach of the Agreement. In addition to any other legal remedies the CAA may terminate the Agreement, or pay such premiums and deduct the costs thereof from any amounts, which are or may be due the Contractor.
  - 2. Immediate written notification, by the Contractor, must be given to the CAA in the event of an accident or occurrence, which might give rise to a claim under any policy in which the CAA is named as an additional insured.
  - 3. The Contractor shall cooperate to the fullest extent with the CAA in all matters relating to the insurance provided and shall comply with all requirements of any insurance policy that may be procured by the CAA. The Contractor shall, at its sole cost and expense, furnish the CAA copies of all correspondence, papers, records and other items necessary or convenient for dealing with or defending against any claims, and for administering the aforementioned insurance including furnishing the time of any of its employees, officers, or agents whose presence or testimony is necessary or convenient in any negotiations or proceedings involving such insurance coverage.
  - 4. The provisions of these insurance requirements are not intended to create any rights for the Contractor other than rights that may be available to it under the



policies themselves, whatever such rights might be. Moreover, the CAA make no representation or guaranty either implied or by the provisions of these insurance requirements or otherwise as to the effect of or the coverage under such policies, and no employee or agent of the CAA is authorized to make any such representation or guaranty, or to offer any interpretation of, or information relative to such policies.

- H. **Property Insurance:** Unless otherwise provided, the CAA will provide property insurance on a replacement cost basis, which shall remain in full force and effect until the CAA occupies and uses the facilities constructed under the terms of the Agreement. The insurance required hereunder shall include the interests of the CAA's Representative, the Contractor and its sub-Contractors and consultants of all tiers in the work except that, notwithstanding anything to the contrary, the CAA shall not be required to provide insurance against loss, theft or disappearance of any materials, tools or equipment of the Contractor, any sub-Contractor or consultant of any tier, or any other person(s) furnishing labor or materials for the work. Further, the Contractor agrees to indemnify, defend and hold the CAA, and their officers, agents and employees harmless from any such loss, theft or disappearance.

The CAA and the Contractor shall waive all rights against each other, and any of their respective agents, employees, sub-Contractors and consultants, the CAA, Consultant and their sub-consultants for damages caused by fire or other perils to the extent covered by property insurance obtained or other property insurance applicable to the work as defined in the Agreement. The Contractor, as appropriate, shall require from its sub-Contractors and consultants of all tiers, agents and employees of any of them, by appropriate agreements, similar waivers each in favor of the other parties enumerated herein.

- I. **Contractor's Pollution Legal Liability:** The Contractor must maintain, in full force and effect, through the completion of contractor's work, Pollution Legal Liability Insurance in an amount of not less than \$2,000,000 for each incident, and \$2,000,000 aggregate for bodily injury (including death), property damage, and cleanup costs. Coverage must include sudden, accidental and gradual occurrences; release of contaminants; and hostile fire pollution. No exclusions for asbestos, lead, or mold. Coverage may be written on a claims-made basis provided that coverage for occurrences happening during the performance of the work required under this agreement must be maintained in full force and effect under the policy or "tail" coverage for a period of at least eight (8) years after completion of the work. The Connecticut Airport Authority (CAA), the State of Connecticut and the Engineer shall be named as additional insureds.

**IFB No. 2017-010**  
**RAMP PAVEMENT REPAIR**  
**GROTON-NEW LONDON AIRPORT**  
**RESPONSE FORM**

Responses are **due no later than 11:00 a.m., November 23, 2016 Eastern Time** Attention: Connecticut Airport Authority, Attention: Laurie A. Sirois, Manager of Grants, Contracts and Procurement, 334 Ella Grasso Turnpike, Suite 160, Windsor Locks, CT 06096. Vendors may copy/scan these pages to facilitate completing the information, but must return response in this format/order.

The undersigned, on behalf of the bidder, certifies that: This offer is made without previous understanding, agreement or connection with any person, firm, or corporation entering a bid on the same project; is in all respects fair and without collusion or fraud. The person whose signature appears below is legally empowered to bind the company in whose name the bid is entered. They have read the entire document and understand all provisions. If accepted by CAA this bid is guaranteed as written, and as may be amended by addenda, and will be implemented as stated.

Firm Name \_\_\_\_\_

Contact \_\_\_\_\_

Signature \_\_\_\_\_ Title \_\_\_\_\_

Address \_\_\_\_\_ City/State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Fax \_\_\_\_\_ Hours \_\_\_\_\_

Taxpayer I.D. Number \_\_\_\_\_

Company Web Site Address \_\_\_\_\_ E-Mail \_\_\_\_\_

General Nature Of Business \_\_\_\_\_

Type or Organization (check one):

Sole Proprietorship \_\_\_\_\_ Partnership \_\_\_\_\_ Incorporated \_\_\_\_\_ Public Corporation \_\_\_\_\_

Private Corporation \_\_\_\_\_

Minority Business Enterprise \_\_\_\_\_ Woman-Owned Business Enterprise \_\_\_\_\_

Small Business Enterprise \_\_\_\_\_

Manufacturer \_\_\_\_\_ Distributor \_\_\_\_\_ Retail \_\_\_\_\_ Dealer \_\_\_\_\_ Service \_\_\_\_\_

Number Of Locations \_\_\_\_\_ Number Of Persons Employed \_\_\_\_\_

We Acknowledge Receipt Of These Addenda: No. \_\_\_\_\_, Dated \_\_\_\_\_; No. \_\_\_\_\_, Dated \_\_\_\_\_

Has any person, firm, or corporation entering a proposal on the project been disbarred or suspended by the State of Connecticut. If so indicate dates and explanation for such.

ALL vendors interested in responding **MUST** provide the following requested information in this format. Additional information may be included on accompanying sheets if necessary.



1. Any additional information necessary to assist CAA in evaluating your bid may be listed here.

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2. Provide references from at least (3) companies, which have received the proposed or similar services.

a. Name of Facility, Group, Organization or Firm \_\_\_\_\_

Address \_\_\_\_\_ Contact Person \_\_\_\_\_

Phone Number \_\_\_\_\_

b. Name of Facility, Group, Organization or Firm \_\_\_\_\_

Address \_\_\_\_\_ Contact Person \_\_\_\_\_

Phone Number \_\_\_\_\_

c. Name of Facility, Group, Organization or Firm \_\_\_\_\_

Address \_\_\_\_\_ Contact Person \_\_\_\_\_

Phone Number \_\_\_\_\_

3. List any deviations from the SPECIFICATIONS and MANDATORY REQUIREMENTS section in this document. An explanation must be provided below and documentation provided to verify compliance with the minimum specifications on a similar or equivalent basis.

ITEM NO.	REASON FOR DEVIATION, DESCRIPTION OF REPLACEMENT COMPONENT, AND/OR EXPLANATION

4. Pricing Information (please print clearly)

CONNECTICUT AIRPORT AUTHORITY RAMP PAVEMENT REPAIR GROTON-NEW LONDON AIRPORT - GROTON, CONNECTICUT CAA CONSTRUCTION CONTRACT NO. 2017-010 SCHEDULE OF PRICES - BASE BID							
Item No.	Pay Item No.	Estimated Quantity	Item of Work With Unit Prices Written in Words	Figures			
				Unit Bid Price		Bid Amount	
				Dollars	Cents	Dollars	Cents
1	P-102-1	55 CY	Pavement Removal & Disposal  at _____ Dollars & Cents per Cubic Yard				
2	P-102-2	540 LF	Sawcut Pavement  at _____ Dollars & Cents per Linear Foot				
3	P-102-3	540 LF	Saw & Seal Bituminous Joint  at _____ Dollars & Cents per Linear Foot				
4	P-154-1	40 Tons	Subbase Course Material (ConnDOT M02.06 Gradation C)  at _____ Dollars & Cents per Ton				
5	P-154-2	LUMP SUM	Fine Grading & Pavement Preparation  at _____ Dollars & Cents Lump Sum				
6	P-403-1	140 Tons	Bituminous Pavement (ConnDOT Marshall Design Class 1)  at _____ Dollars & Cents per Ton				
<p>PLEASE MAKE SURE A BID IS ENTERED FOR EACH ITEM</p> <p style="text-align: right;">_____ (Amount in Figures)</p> <p>ESTIMATED TOTAL CONTRACT PRICE FOR BASE BID IS:</p> <p style="text-align: right;">_____ (Amount in Words)</p>							

The quantities used in the above Schedule of Prices are estimates used for comparison of bids and the Connecticut Airport Authority (CAA) can increase, decrease or delete items in accordance with the General Provisions of the Contract

**BID PROPOSAL:** Bidder agrees to perform all of the work described in the Contract Documents, including allowances, for the sum of:

\_\_\_\_\_ (words [shall govern])      \$ \_\_\_\_\_ (figures)



## "NO BID" RESPONSE FORM

To submit a "No Bid" response for this project, this form must be completed for your company to remain on our bidders list for commodities/services referenced. If you do not respond your name may be removed from this bidders list.

Note: Please show the solicitation number on the outside of the envelope.

Please check statement(s) applicable to your "No Bid" response –

- ☐ Specifications are restrictive; i.e. geared toward one brand or manufacturer only (explain below).
- ☐ Specifications are ambiguous (explain below).
- ☐ We are unable to meet specifications.
- ☐ Insufficient time to respond to the solicitation.
- ☐ Our schedule would not permit us to perform.
- ☐ We are unable to meet bond requirements.
- ☐ We are unable to meet insurance requirements.
- ☐ We do not offer this product or service.
- ☐ Remove us from your vendor list for this commodity/service.
- ☐ Other (specify below).

Comments:

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\_\_\_\_\_  
Company Name (as registered with the IRS)

\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Correspondence Address

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
City, State, Zip

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Telephone/Fax

In submitting a response to this Invitation for Bids, vendors hereby understand the following:

1. Alternate bids (two or more bids submitted) will be considered for award. CAA reserves the right to make the final determination of actual equivalency or suitability of such bids with respect to requirements outlined herein.
2. The bids submitted, and any further information acquired through interviews, will become, and are to be considered, a part of the final completed contract. If there is any variance or conflict, the bid specifications, conditions, and requirements shall control.
3. Prices offered may not be withdrawn for a period of sixty days immediately following the opening of this Bid. Prices MUST also be free of federal, state and local taxes unless otherwise imposed by a governmental body, and applicable to the material on the bid.
4. Bidder MUST return the original attached Response Form as noted previously on the bid due date.
5. Envelopes containing responses must be sealed and marked on the lower left-hand corner with the firm name and address bid number, date, and time.
6. CAA interprets the term "lowest responsible bidder" as requiring CAA to: (a) choose between the kinds of materials, goods, wares, or services subject to the bid, and (b) determine which bid is most suitable for its intended use or purpose. CAA can consider, among other factors, such things as labor cost, service and parts availability, availability of materials and supplies, and maintenance costs of items upon which bids are received. CAA can determine any differences or variations in the quality or character of the material, goods, wares, or services performed or provided by the respective bidders.
7. All requested information must be supplied. If you cannot respond to any part of this request, state the reason you cannot respond. You may provide supplemental information, if necessary, to assist CAA in analyzing your bid.
8. A purchase order and/or contractual agreement constitutes CAA's offer to the service provider upon the terms and conditions stated herein, and shall become binding if meeting the terms set forth herein when it is accepted by acknowledgment or performance.
9. After award, if the successful bidder/supplier refuses or fails to make deliveries of the materials and or services within the times specified in the Invitation for Bids, purchase order, or contractual agreement, CAA may, by written notice, terminate the contract or purchase order.
10. The supplier shall hold and save CAA and its officers, agents, servants/employees harmless from liability of any patented or unpatented invention, process, article, or appliance manufactured, or used in the performance of the contract, including its use by CAA.
11. Payment of the seller's invoices is subject to adjustment. CAA shall retain the right to reject any and/or all bids received, and responses to this and/or related documents, if determined to be non-responsive in any form, or if determined to be in the best interest of CAA.



12. The firm responding to this bid proposes to furnish all materials, labor, supplies, equipment and incidentals necessary to provide the equipment/materials/services described herein in accordance with the, Addenda, Contract, Bonds, Insurance, Plans, Specifications, Mandatory Requirements and Conditions.
13. If a response to this Invitation for Bids is accepted, the Bidder agrees to execute and deliver to CAA a contract in accordance with the Contract Documents (if applicable) within ten days of notice of the award to the Bidder. The Bidder agrees that the surety/deposit given concurrently herewith shall become the property of CAA in the event the Bidder fails to execute and deliver such contract within the specified time. In the further event of such failure, the Bidder shall be liable for CAA's actual damages that exceed the amount of the surety.
14. It shall be understood that time is of the essence in the bidder performance. The bidder agrees that CAA's damages would be difficult or impossible to predict in the event of a default in the performance hereof; and it is therefore agreed that if the bidder defaults in the performance of the Contract Documents, the bidder shall be liable for payment of the sums stipulated in the Contract Documents as liquidated damages, and not as a penalty.
15. The bidder hereby certifies that he/she has carefully examined all of the documents for the project, has carefully and thoroughly reviewed this Invitation for Bids, that he/she has inspected the location of the project (if applicable), and understands the nature and scope of the work to be done; and that this bid is based upon the terms, specifications, requirements, and conditions of the Invitation for Bids and documents. The Bidder further agrees that the performance time specified is a reasonable time, having carefully considered the nature and scope of the project as aforesaid.
16. All products/services and related equipment proposed and/or affected by acquisitions or purchases made as a result of the response to this document shall be compliant with existing CAA hardware, software, and applications where applicable. Verification must be provided in the response to this document.
17. The Bidder certifies that this proposal is submitted without collusion, fraud or misrepresentation as to other Bidders, so that all bids for the project will result from free, open and competitive bidding among all vendors.
18. It shall be understood that any bid and any/all referencing information submitted in response to this Invitation for Bids shall become the property of CAA, and will not be returned. CAA will use discretion with regards to disclosure of proprietary information contained in any response, but cannot guarantee that information will not be made public. As a governmental entity, CAA is subject to making records available for [disclosure after contract award](#).
19. CAA will not be responsible for any expenses incurred by any vendor in the development of a response to this Invitation for Bids. Further, CAA shall reserve the right to cancel the work described herein prior to issuance and acceptance of any contractual agreement/purchase order by the recommended vendor even if CAA has formally accepted a recommendation.
20. Bids must be received prior to the time and dates listed to be considered responsive.

CAA will not "accept" late responses and will return them to the sender. Further, CAA will NOT: (1) guarantee security of the document received; and (2) be held responsible for bids which are NOT legible (and may choose to reject such responses).

21. By submission of a response, the Bidder agrees that at the time of submittal, he/she: (1) has no interest (including financial benefit, commission, finder's fee, or any other remuneration) and shall not acquire any interest, either direct or indirect, that would conflict in any manner or degree with the performance of Bidder's services, or (2) benefit from an award resulting in a "Conflict of Interest." A "Conflict of Interest" shall include holding or retaining membership, or employment, on a board, elected office, department or bureau, or committee sanctioned by and/or governed by CAA. Bidders shall identify any interests, and the individuals involved, on separate paper with the response and shall understand that CAA, at the discretion of the Executive Director in consultation with CAA Counselor, may reject their bid.

22. Covenants Against Kickbacks

- a. For purposes of this subsection "Money" shall mean any cash, fee, commission, credit, and gift, and gratuity, thing of value or compensation of any kind.
- b. For purposes of this subsection a "contract" means a written contract with the CAA or any other political subdivision of the State of Connecticut.
- c. For purposes of this subsection a "Kickback" means any money, which is provided or is offered, as herein provided, for the purpose of obtaining or maintaining a contract or for rewarding favorable treatment in connection with any contract.
- d. Vendor represents, warrants, covenants and agrees that neither Vendor nor its affiliates or any subcontractors (including any of their officers or employees) has provided or attempted to provide, either directly or indirectly, any Kickback to any employee or representative of the CAA. Vendor further warrants, covenants and agrees that neither Vendor nor its affiliates nor any subcontractors (including any of their officers or employees) will, in the future, provide or attempt to provide, either directly or indirectly, any Kickback to any employee of the CAA.

Please note: Failure to abide by the provisions of this section may, without additional notice, result in the immediate termination of any contract awarded.

23. Connecticut General Statute § 4a-60:

- (a) Every contract to which the state or any political subdivision of the state other than a municipality is a party shall contain the following provisions: (1) The Consultant agrees and warrants that in the performance of the contract such Consultant will not discriminate or permit discrimination against any person or group of persons on the grounds of race, color, religious creed, age, marital status, national origin, ancestry, sex, mental retardation, mental disability or physical disability, including, but not limited to, blindness, unless it is shown by such Consultant that such disability prevents performance of the work involved, in any manner prohibited by the laws of the United States or of the state of Connecticut; and the Consultant further agrees to take affirmative action to insure that applicants with job-related qualifications are employed and that employees are treated when employed without regard to their race, color, religious creed, age, marital status, national origin, ancestry, sex, mental retardation, mental



disability or physical disability, including, but not limited to blindness, unless it is shown by such Consultant that such disability prevents performance of the work involved; (2) The Consultant agrees, in all solicitations or advertisements for employees placed by or on behalf of the Consultant, to state that it is an "affirmative action-equal opportunity employer" in accordance with regulations adopted by the commission; (3) The Consultant agrees to provide each labor union or representative of workers with which such Consultant has a collective bargaining agreement or other contract or understanding and each vendor with which such Consultant has a contract or understanding, a notice to be provided by the commission advising the labor union or workers' representative of the Consultant's commitments under this section, and to post copies of the notice in conspicuous places available to employees and applicants for employment; (4) The Consultant agrees to comply with each provision of this section and sections 46a-68e and 46a-68f and with each regulation or relevant order issued by said commission pursuant to sections 46a-56, 46-68e and 46a-68f; and (5) The Consultant agrees to provide the Commission on Human Rights and Opportunities with such information requested by the commission, and permit access to pertinent books, records and accounts, concerning the employment practices and procedures of the Consultant as they relate to the provisions of this section and section 46a-56."

Subsection (c) (2) of Connecticut General Statute § 4a-60:

"Prior to entering into a contract valued at fifty thousand dollars or more for any year of the contract, such Consultant shall provide the state or such political subdivision of the state with any one of the following:"

Documentation in the form of an affidavit signed under penalty of false statement by a chief executive officer, president, chairperson or other corporate officer duly authorized to adopt company or corporate policy that certifies that the company or corporate policy of the Consultant complies with the nondiscrimination agreement and warranty under subdivision (1) of subsection (a) of this section and is in effect on the date the affidavit is signed."

Subsection (h) of Connecticut General Statute § 4a-60:

"The Consultant shall include the provisions of subsections (a) and (b) of this section in every subcontract or purchase order entered into in order to fulfill any obligation of a contract with the state and such provisions, shall be binding on a subconsultant, vendor or manufacturer unless exempted by regulations or orders of the Commission. The Consultant shall take such action with respect to any such subcontract or purchase order as the Commission may direct as a means of enforcing such provisions including sanctions for noncompliance in accordance, with section 46a-56; provided, if such Consultant becomes involved in, or is threatened with, litigation with a subconsultant or vendor as a result of such direction by the Commission, the Consultant may request the state of Connecticut to enter into any such litigation or negotiation prior thereto to protect the interests of the state and the state may so enter."

24. Connecticut General Statute § 4a-60a:

- “(a) Every contract to which the state or any political subdivision of the state other than a municipality is a party shall contain the following provisions: (1) The Consultant agrees and Warrants that in the performance of the contract such Consultant will not discriminate or permit discrimination against any person or group of persons on the grounds of sexual orientation, in any manner prohibited by the laws of the United States or of the state of Connecticut, and that employees are treated when employed without regard to their sexual orientation; (2) The Consultant agrees to provide each labor union or representative of workers with which such Consultant has a collective bargaining agreement or other contract or understanding and each vendor with which such Consultant has a contract or understanding, a notice to be provided by the Commission on Human Rights and Opportunities advising the labor union or workers representative of the Consultant’s commitments under this section, and to post copies of the notice in conspicuous places available to employees and applicants for employment; (3) The Consultant agrees to comply with each provision of this section and with each regulation or relevant order issued by said commission pursuant to section 46a-56; and (4) The Consultant agrees to provide the Commission on Human Rights and Opportunities with such information requested by the Commission, and permit access to pertinent books, records and accounts, concerning the employment practices and procedures of the Consultant which relate to the provisions of this section and section 46a-56.”

Nondiscrimination Certification: Consultant represents and warrants that, prior to entering into this Agreement, Consultant has provided CAA with documentation evidencing Consultant’s support of the nondiscrimination agreements and warranties of the statutory nondiscrimination sections above. A form of the Nondiscrimination Certification to be signed by the Consultant is attached.

- A. The Consultant acknowledges that by doing business with or seeking to do business with the CAA it is subject to certain provisions of the Code of Ethics for Public Officials of the State of Connecticut (the “Code of Ethics”) applicable to current or prospective state contractors. The Consultant acknowledges receipt and review of the “Guide to the Code of Ethics for Current or Potential State Contractors” as currently posted on the website of the Office of State Ethics [www.ct.gov/ethics](http://www.ct.gov/ethics) and agrees to comply with all provisions of the Code of Ethics applicable to the Consultant as a current or potential CAA contractor.
- B. If this Agreement is for goods or services and has a value to the CAA of \$50,000 or more in any calendar or fiscal year, the Agreement shall not become effective until the Consultant has completed and furnished the affidavit with respect to consulting agreements required by Section 4-81 of the Connecticut General Statutes which form of affidavit is available on the Web site of the Office of Policy and Management at [www.ct.gov/opm](http://www.ct.gov/opm).
- C. The following provision shall apply if this Agreement has a value of Five Million Dollars (\$5,000,000) or more.



"If any officer or employee of the Consultant takes or threatens to take any personnel action against any employee of the Consultant in retaliation for such employee's disclosure of information to the Auditors of Public Accounts or the Attorney General under the provisions of Connecticut General Statutes § 4-61dd, the Consultant shall be liable for a civil penalty of not more than five thousand dollars for each offense, up to a maximum of twenty per cent of the value of this Agreement. Each violation shall be a separate and distinct offense and in the case of a continuing violation each calendar day's continuance of the violation shall be deemed to be a separate and distinct offense. The Consultant shall post a notice in a conspicuous place which is readily available for viewing by employees of the provisions of Connecticut General Statutes § 4-61dd relating to large state contractors."

- D. For all State contracts as defined in Connecticut General Statutes Section 9-612(g) (1) having a value in a calendar year of \$50,000 or more or a combination or series of such agreements or contracts having a value of \$100,000 or more, the authorized signatory to this Agreement expressly acknowledges receipt of the State Elections Enforcement Commission's notice advising state contractors of state campaign contribution and solicitation prohibitions, and will inform its principals of the contents of the notice, as set forth in "Notice to Executive Branch State Contractors and Prospective State Contractors of Campaign Contribution and Solicitation Limitations," a copy of which is attached hereto and hereby made a part of this Agreement.
- E. In accordance with Public Act No. 13-162, effective October 1, 2013, if this Agreement is a Large State Contract, as defined in Conn. Gen. Stat. § 4-250, this Agreement shall not become effective until the Second Party has completed and furnished to the CAA the certification form entitled "OPM Iran Certification Form 7" which is available on the Web site of the Office of Policy and Management at [www.ct.gov/opm](http://www.ct.gov/opm).
- F. Campaign Contribution Restrictions: For all state contracts, as defined in Connecticut General Statute § 9-612(g)(1)(C), having a value in a calendar year of \$50,000 or more or a combination or series of such agreements or contracts having a value of \$100,000 or more, the authorized signatory to this Agreement expressly acknowledges receipt of the State Elections Enforcement Commission's notice advising State Consultants of state campaign contribution and solicitation prohibitions, and will inform its principals of the contents of the notice. See SEEC Form 10 attached.
- G. This Agreement is subject to the provisions of Executive Order No. Three of Governor Thomas J. Meskill, promulgated June 16, 1971, concerning labor employment practices, Executive Order No. Seventeen of Governor Thomas J. Meskill, promulgated February 15, 1973, concerning the listing of employment openings, and Executive Order No. Sixteen of Governor John G. Rowland, promulgated August 4, 1999, concerning violence in the workplace, all of which are incorporated into and are made a part of the Agreement as if they had been fully set forth in it. The Agreement

may also be subject to the applicable parts of Executive Order No. 7C of Governor M. Jodi Rell, promulgated July 13, 2006, concerning contracting reforms. If Executive Order 7C is applicable, it is deemed to be incorporated into and are made a part of the Agreement as if it had been fully set forth in it. At the Second Party's request, the CAA shall provide a copy of these orders to the Second Party.

- H. The Second Party hereby acknowledges and agrees to comply with the policies enumerated in the Connecticut Airport Authority Ethical Conduct Policy, dated December 16, 2013, a copy of which is attached hereto and made a part hereof.
- I. The Second Party shall comply with the provisions contained in Section 1-86e of the Connecticut General Statutes, which provides as follows (for purposes of this section, "state" shall include the CAA):
  - (a) No person hired by the state as a consultant or independent contractor shall:
    - (i) Use the authority provided to the person under the contract, or any confidential information acquired in the performance of the contract, to obtain financial gain for the person, an employee of the person or a member of the immediate family of any such person or employee;
    - (ii) Accept another state contract which could impair the independent judgment of the person in the performance of the existing contract;
    - (iii) Accept anything of value based on an understanding that the actions of the person on behalf of the state would be influenced.
  - (b) No person shall give anything of value to a person hired by the state as a consultant or independent contractor based on an understanding that the actions of the consultant or independent contractor on behalf of the state would be influenced.



**ITEM P-102**  
**SAWCUTTING AND PAVEMENT REMOVAL**

**CONTRACT DOCUMENTS**

**102-00.1** This section of these specifications is part of the Contract Documents as defined in the Bid Documents. All applicable parts of the balance of the Contract Documents are equally as binding for this section as for all other sections.

**DESCRIPTION**

**102-01.1 GENERAL.** This work shall consist of the sawcutting, sealing, and removal of existing bituminous pavement surfaces by mechanical removal, to the elevations shown and within the areas indicated on the Plans, utilizing equipment and procedures meeting the requirements in these specifications.

**102-01.2 DEFINITIONS.** Existing bituminous pavement removal, sawcutting existing pavement and saw and seal pavement joints is defined as follows:

- a. Pavement removal consists of removing existing ramp bituminous pavements at locations shown on the Plans or as directed by the Engineer.
- b. Sawcutting is defined as providing a clean sawn edge along an existing pavement (either bituminous or PCC) to allow for new work to connect into existing pavement materials prior to the repair work or to allow for the removal of existing pavement materials.
- c. Saw and seal joints is the work necessary to providing a completed joint between existing bituminous pavement and new bituminous pavement and the filling the kerf with crack sealer as specified in these specifications and as shown on the Plans.

**MATERIALS AND EQUIPMENT**

**102-02.1 WATER.** The Contractor shall be responsible for securing his own source of water for milling, sawing, pavement removal and clean-up operations.

**102-02.2 PAVEMENT SAW.** The equipment used to saw bituminous pavement shall be capable of sawing the pavement as shown on the plans or as ordered and shall produce a substantially vertical and sound face without deformation of the adjacent pavement. The use of methods other than sawing (i.e. cutting wheels, pavement breakers), which deform the pavement or leave an unsound face, will not be permitted.

**102-02.3 PAVEMENT REMOVAL.** The equipment used to remove and haul away bituminous pavement shall be determined by the Contractor, but care shall be provided by the Contractor during the removal process to not produce dust or fine debris. Any dust or debris shall be controlled by the Contractor during the removal process.

**102-02.4 BITUMINOUS-CONCRETE JOINT SEALANT.** Joint sealing materials shall meet the

requirements of ASTM D 6690 - Joint and Crack Sealants, Hot-Applied, for Concrete and Asphalt Pavements.

## CONSTRUCTION METHODS

**102-03.1 SAWCUTTING.** Where the new bituminous concrete pavement abuts existing bituminous, a neat straight line shall be cut with suitable power driven equipment before commencing with pavement removal for the transition with a milling machine.

Bituminous pavement to be sawed shall be accurately marked before sawing. It is the intention of this operation and the obligation of Contractor to produce a uniform straight line and smooth transition joint between the new and existing pavement. Suitable line controls shall be established by the Contractor to guide the cutting operation.

Bituminous pavement to be sawed in connection with drainage installations, duct installations, pavement removal and the like shall be sawed to a sufficient depth to permit breaking the pavement at the cut and maintain a neat line at the surface.

The Contractor shall protect the edges of the pavement from damage and edge breakdown resulting from construction operations. Any edge breakdown resulting from the Contractor's operation after the final cut shall be corrected at the Contractor's expense.

## 102-03.2 EXISTING PAVEMENT REMOVAL.

Any sawcutting of pavement necessary for pavement removal shall be paid for in accordance with the provisions of this specification.

Areas of old ramp pavement removal shall be regarded for new pavement as required by the work of these specifications, to the lines and grades shown on the Plans or as directed by the Engineer.

- a. **Bituminous Concrete:** Existing bituminous concrete pavement designated on the plans to be removed shall be cut to the full depth of the bituminous material around the perimeter of the area to be removed. The removed pavement material is to be removed off the airport site and disposed in compliance with all local, State and Federal regulations.

**102-03.3 SAW AND SEAL JOINT.** The saw and seal joint shall be made to the dimensions shown on the Plans. It is the intent to construct saw and seal joints wherever new bituminous concrete abuts existing bituminous concrete. The completed cut shall be flushed and dried to assure bond between the joint sealing filler and the cut edges of pavement. The sealer shall be installed as shown on the plans. Joints shall be inspected for proper width, depth, alignment, and preparation, and shall be approved by the Engineer before sealing is allowed.

Joints shall be sealed as soon after completion of the curing period as feasible and before the pavement is opened to traffic, including construction equipment. The pavement temperature shall be above 50 °F (10 °C) at the time of installation of the poured joint sealing material.

Hot Poured Sealants shall be installed in accordance with the following requirements:



The joint sealant shall be applied uniformly solid from bottom to top and shall be filled without formation of entrapped air or voids. If required by the plans, a backing material shall be placed and shall be nonadhesive to the concrete or the sealant material. The heating kettle shall be an indirect heating type, constructed as a double boiler. A positive temperature control and mechanical agitation shall be provided. The sealant shall not be heated to more than 20 °F (-11 °C) below the safe heating temperature. The safe heating temperature can be obtained from the manufacturer's shipping container. A direct connecting pressure type extruding device with nozzles shaped for insertion into the joint shall be provided. Any sealant spilled on the surface of the pavement, structures and/or lighting fixtures, shall be removed immediately.

### METHOD OF MEASUREMENT

**102-04.1** The quantity of Pavement Removal & Disposal shall be measured as the number of cubic yards of bituminous pavement removed in accordance with the plans and this specification.

**102-04.2** The quantity of Saw Cut Pavement shall be measured as the number of linear feet in place, excluding saw and seal quantity included in other payment items as noted in the Plans and specifications.

**102-04.3** The quantity of Saw and Seal Bituminous Joint shall be measured as the number of linear feet in place for the joint between existing and new bituminous pavement to be sawn and sealed. No measurement will be made for saw and seal joints associated with any other construction.

### BASIS OF PAYMENT

**102-05.1** Payment shall be made at the unit price bid per cubic yard for "Pavement Removal & Disposal" and shall include the cost of furnishing all materials, labor, incidentals and equipment necessary to complete the pavement removal, as well as disposal costs of the pavement materials.

**102-05.2** Payment shall be made at the unit price bid per linear foot for "Saw Cut Pavement" and shall include the cost of furnishing all materials, labor, incidentals and equipment necessary to complete the sawcutting and cleaning.

**102-05.3** Payment shall be made at the unit price bid per linear foot for "Saw and Seal Bituminous Joint" and shall include the cost of furnishing all materials, labor, incidentals and equipment necessary to complete the sawcutting, cleaning and sealing.

Payment will be made under:

Project Item P102-1	Pavement Removal & Disposal -- per cubic yard.
Project Item P102-2	Saw Cut Pavement -- per linear foot.
Project Item P102-3	Saw and Seal Bituminous Joint -- per linear foot.

### END OF ITEM P-102

**ITEM P-154**  
**SUBBASE COURSE MATERIAL**

**DESCRIPTION**

**154-1.1** This item shall consist of a subbase or base course material composed of granular or processed materials to supplement the existing subbase/base course in accordance with these specifications, and in conformity with the dimensions and typical cross section shown on the plans or as directed by the Engineer.

**MATERIALS**

**154-2.1 SUBBASE MATERIALS.** The supplemental subbase material shall consist of hard durable particles or fragments of granular aggregates. This material will be mixed or blended with fine sand, clay, stone dust, or other similar binding or filler materials produced from approved sources. This mixture must be uniform and shall comply with the requirements of these specifications as to gradation, soil constants, and shall be capable of being compacted into a dense and stable subbase. The material shall be free from vegetable matter, lumps or excessive amounts of clay, and other objectionable or foreign substances. Pit-run material may be used, provided the material meets the requirements specified.

**TABLE 1. GRADATION REQUIREMENTS**

<b>Sieve designation (square openings) per ASTM C 136 and ASTM D 422</b>	<b><u>C</u> Percentage by weight passing sieves</b>
5 inch (125.0 mm)	
3-1/2 inch (90.0 mm)	
1-1/2 inch (37.5 mm)	100
3/4 inch (19.0 mm)	45-80
1/4 inch (6.3 mm)	25-60
No. 10 (2.0 mm)	15-45
No. 40 (0.450 mm)	5-25
No. 100 (0.150 mm)	0-10
No. 200 (0.075 mm)	0-5

**Plasticity:**

(a) When the fraction of the dry sample passing the No. 100 sieve is 4% or less by weight, no plastic limit test will be made.

(b) When the fraction of the dry sample passing the No. 100 sieve is greater than 4% and not greater than 8% by weight, that fraction shall not have sufficient plasticity to permit the performing of the plastic limit test using AASHTO Method T90.

(c) When the fraction of the dry sample passing the No. 100 sieve is greater than 8% by weight, the sample will be washed; and the additional material passing the No. 100 sieve shall be determined by AASHTO Method T146, except that the No. 100 sieve will be substituted for the No. 40 sieve where the latter is specified in AASHTO T146. The combined materials that



passed the No. 100 sieve shall not have sufficient plasticity to permit performing of the plastic limit test using AASHTO Method T90.

For this project, Gradation "C" from Table 1 shall be used.

### CONSTRUCTION METHODS

**154-3.1 GENERAL.** The subbase or base course shall be placed where designated on the plans or as directed by the Engineer. The material shall be shaped and thoroughly compacted within the tolerances specified.

Granular subbases which, due to grain sizes or shapes, are not sufficiently stable to support without movement the construction equipment, shall be mechanically stabilized to the depth necessary to provide such stability as directed by the Engineer. The mechanical stabilization shall principally include the addition of a fine-grained medium to bind the particles of the subbase material sufficiently to furnish a bearing strength, so that the course will not deform under the traffic of the construction equipment. The addition of the binding medium to the subbase material shall not increase the soil constants of that material above the limits specified.

**154-3.2 OPERATION IN PITS.** All work involved in clearing and stripping pits and handling unsuitable material encountered shall be performed by the Contractor at his/her own expense. The subbase or base material shall be obtained from pits or sources that have been approved. The material in the pits shall be excavated and handled in such manner that a uniform and satisfactory product can be secured.

**154-3.3 PREPARING UNDERLYING COURSE.** Before any subbase or base material is placed, the underlying course shall be prepared and conditioned as specified. The course shall be checked and accepted by the Engineer before placing and spreading operations are started.

If applicable to protect the subgrade and to ensure proper drainage, the spreading of the subbase shall begin along the centerline of the pavement on a crowned section or on the high side of pavements with a one-way slope.

**154-3.4 MATERIALS ACCEPTANCE IN EXISTING CONDITION.** When the entire subbase or base material is secured in a uniform and satisfactory condition and contains approximately the required moisture, such approved material may be moved directly to the spreading equipment for placing. The material may be obtained from gravel pits, stockpiles, or may be produced from a crushing and screening plant with the proper blending. The materials from these sources shall meet the requirements for gradation, quality, and consistency. It is the intent of this section of the specifications to secure materials that will not require further mixing. The moisture content of the material shall be approximately that required to obtain maximum density. Any minor deficiency or excess of moisture may be corrected by surface sprinkling or by aeration. In such instances, some mixing or manipulation may be required, immediately preceding the rolling, to obtain the required moisture content. The final operation shall be blading or dragging, if necessary, to obtain a smooth uniform surface true to line and grade.

**154-3.5 PLANT MIXING.** When materials from several sources are to be blended and mixed, the subbase material shall be processed in a central or travel mixing plant. The subbase



material, together with any blended material, shall be thoroughly mixed with the required amount of water. After the mixing is complete, the material shall be transported to and spread on the underlying course without undue loss of the moisture content.

**154-3.5.1 MIXED IN PLACE.** When materials from different sources are to be proportioned and mixed or blended in place, the relative proportions of the components of the mixture shall be as designated by the Engineer.

The subbase or base material shall be deposited and spread evenly to a uniform thickness and width. Then the binder, filler or other material shall be deposited and spread evenly over the first layer. There shall be as many layers of materials added as the Engineer may direct to obtain the required subbase mixture.

When the required amount of materials have been placed, they shall be thoroughly mixed and blended by means of graders, discs, harrows, rotary tillers, supplemented by other suitable equipment if necessary. The mixing shall continue until the mixture is uniform throughout. Areas of segregated material shall be corrected by the addition of binder or filler material and by thorough remixing. Water in the amount and as directed by the Engineer shall be uniformly applied prior to and during the mixing operations, if necessary, to maintain the material at its required moisture content. When the mixing and blending has been completed, the material shall be spread in a uniform layer which, when compacted, will meet the requirements of thickness and typical cross section.

**154-3.6 GENERAL METHODS FOR PLACING.** For new construction, the subbase or base course shall be constructed in layers. Any layer shall be not less than 3 inches (75 mm) nor more than 8 inches (200 mm) of compacted thickness. The subbase material shall be deposited and spread evenly to a uniform thickness and width. The material, as spread, shall be of uniform gradation with no pockets of fine or coarse materials. The subbase, unless otherwise permitted by the Engineer, shall not be spread more than 2,000 square yards (1700 square meters) in advance of the rolling. Any necessary sprinkling shall be kept within this limit. No material shall be placed in snow or on a soft, muddy, or frozen course.

When more than one layer is required, the construction procedure described herein shall apply similarly to each layer.

The existing subbase material will need to be re-graded and use supplemental subbase materials as necessary to achieve the proposed finished grade for the subbase. For this supplemental placement work, the supplemental subbase material shall be deposited and spread evenly to a uniform thickness, not to exceed 6 inches, and width as required to achieve the final subbase grade elevation. The material, as spread, shall be of uniform gradation with no pockets of fine or coarse materials.

During the placing and spreading, sufficient caution shall be exercised to prevent the incorporation of subgrade, shoulder, or foreign material in the subbase course mixture.

**154-3.7 FINISHING AND COMPACTING.** After spreading or mixing, the disturbed subbase material shall be thoroughly compacted by rolling and sprinkling, when necessary. Sufficient rollers shall be furnished to adequately handle the rate of placing and spreading of the subbase



course.

Along places inaccessible to rollers, the subbase material shall be tamped thoroughly with mechanical or hand tampers.

Sprinkling during rolling, if necessary, shall be in the amount and by equipment approved by the Engineer. Water shall not be added in such a manner or quantity that free water will reach the underlying layer and cause it to become soft.

The level of compaction and final finish grade elevations shall be determined and approved based on field observations by the Engineer.

**154-3.8 PROTECTION.** Work on subbase or base course shall not be conducted during freezing temperature nor when the subgrade is wet. When the subbase material contains frozen material or when the underlying course is frozen, the construction shall be stopped.

**154-3.9 MAINTENANCE.** Following the final shaping of the material, the subbase or base shall be maintained throughout its entire length by the use of standard motor graders and rollers until, in the judgment of the Engineer, the subbase meets all requirements and is acceptable for the construction of the pavement course.

#### METHOD OF MEASUREMENT

**154-4.1** The subbase course material, as noted above for supplement to the existing subbase material, shall be paid for by the number of tons, as verified from truck receipts from calibrated scales at the aggregate source. The measurement shall be for only the subbase material placed, compacted, and accepted as part of the completed subbase/base course.

**154-4.2** Fine grading and pavement preparation shall be measured as a lump sum price bid for all work to be completed and accepted by the Engineer.

#### BASIS OF PAYMENT

**154-5.1** Payment shall be made at the contract unit price per ton for subbase course material. This price shall be full compensation for furnishing all materials; for all preparation, hauling, and placing of these materials; and for all labor, equipment, tools, and incidentals necessary to complete the item.

**154-5.2** Fine Grading and Pavement Preparation shall be paid as a lump sum for all re-grading and compaction as part of the final grading prior to the placement of pavement and for all labor, equipment, materials and incidentals required to complete this work to the satisfaction of the Engineer as outlined in this specification.

Payment will be made under:

Item P-154-1 Subbase Course Material (Gradation C) -- per ton

Item P-154-2 Fine Grading and Pavement Preparation -- per Lump Sum

### TESTING REFERENCES

ASTM C 136	Sieve Analysis of Fine and Coarse Aggregates
ASTM D 422	Particle Size Analysis of Soils
ASTM D 698	Moisture-Density Relations of Soils and Soil-Aggregate Mixtures Using 5.5 lb (2.49 kg) Rammer and 12-in (305 mm) Drop
ASTM D 1556	Density of Soil in Place by the Sand-Cone Method
ASTM D 1557	Test for Laboratory Compaction Characteristics of Soil Using Modified Effort
ASTM D 2922	Density of Soil in Place by the Nuclear Density Method
ASTM D 4318	Liquid Limit, Plastic Limit, and Plasticity Index of Soils

**END OF ITEM P-154**



**ITEM P-403  
BITUMINOUS CONCRETE PAVEMENT**

**DESCRIPTION**

**403-1.1 RELATED DOCUMENTS**

- A. These specifications apply only to the plans prepared for the construction of the New London-Groton (GON) pavement repair project.

**403-1.2 SCOPE**

- A. The work to be done under this Section consists of furnishing all materials, labor, tools and equipment, and performing all operation necessary to complete the installation of pavements, including full depth pavement replacement areas as shown on the Drawings or as herein specified.
- B. Trench and patch paving shall include permanent replacement of pavement removed for trench excavation or the replacement of materials for a patch.
- C. All of the above items shall include the shaping for the direction of water into catch basins.

**403-1.3 STANDARDS**

- A. The State of Connecticut State Highway Department of Transportation "Standard Specifications for Roads, Bridges and Incidental Construction," or "CT Form 816" hereinafter referred to as "State of Connecticut Standard Specifications", forms a part of these Specifications and to the extent of the references thereto. The State of Connecticut Standard Specifications dated January 2016 shall be the reference document.

**MATERIALS**

**403-2.1 BITUMINOUS CONCRETE**

- A. Bituminous concrete materials shall conform to Section M.04.01 (Bituminous Concrete Materials) of the State of Connecticut Standard Specifications.
- B. The pavement mix design and Job Mix Formula shall be: Marshall Method Design [ConnDOT Class 1 \(or its SuperPave equivalent for gradation and Traffic Level 2\)](#). Reclaimed Asphalt Pavement (RAP) up to fifteen (15%) by weight will be allowed in the Job Mix Formula.
- C. The Contractor shall submit the Job Mix Formula for approval

## CONSTRUCTION

### 403-3.1 GENERAL

- A. No pavement shall be constructed during inclement weather and the four-month period from December 1 to April 1, without approval in writing from the Engineer. No castings shall be left above existing grade, such that they would interfere with winter road maintenance equipment.

### 403-3.2 BITUMINOUS CONCRETE PAVEMENT PLACEMENT REQUIREMENTS

- A. Bituminous concrete pavement for this project shall be constructed in accordance with Sections 4.06 (Bituminous Concrete) and other applicable sections of the State of Connecticut Standard Specifications, except thicknesses of pavements which shall be as specified on the Drawings or directed by the Engineer
- B. No Quality Control Plan, Quality Assurance plant testing or Quality Assurance cores will be required. Only Quality Control testing will be necessary to indicate the mix has been produced properly and proper compaction (i.e. nuclear density gage readings) has been achieved.

### 403-3.3 PERMANENT BITUMINOUS CONCRETE PAVEMENT

- A. Permanent pavement shall consist of one (1) course of bituminous concrete pavement placed to the depths as shown on the Drawings. The approximate limits of full depth pavement reconstruction are shown on the Drawings. It is anticipated the existing drainage structures will remain in place and will not be disturbed during the pavement removal. However if the structure grates, frames and collars are disturbed, all castings shall be adjusted to proper grade before placing bituminous concrete. There will be no additional compensation paid for adjusting castings to grade. Castings which are adjusted to grade shall be set in a full mortar bed, with a concrete collar surrounding the frame.
- B. All edges of existing pavement shall be cut square and coated with a bituminous emulsion prior to placing abutting pavements. This coating shall be considered incidental to the pavement placement.
- C. All areas of finished paving shall pitch to drain. Where repairs to any new pavement are necessary, the joints shall be repaired using infrared equipment to bond the old to the new.
- D. In accordance with Section 4.06.03 Paragraph 4. of the State of Connecticut Standard Specifications, no bituminous material shall be applied when the temperature is below 40 degree Fahrenheit (40° F).
- E. Compaction (in accordance with Section 4.06.03 Paragraph 5):
  - 1. After the paving mixture has been properly spread, compaction shall be obtained by the use of power rollers of approved design and weight per inch of roller. The rollers shall be steel wheeled.
  - 2. Along curbs, structures and all places which may not be accessible with a roller,



the mixture shall be thoroughly compacted with mechanical tamping devices. The surface of the mixture after compaction shall be smooth and true to the established line and grade.

3. The densities of the completed pavement shall be not less than ninety-two percent (92%), nor greater than ninety-seven (97%), of the density obtained from laboratory compaction of a mixture composed of the same materials in like proportions.
- F. No vehicular traffic of any kind shall be allowed to pass over the newly finished surface until it has had time to set. Twenty-four (24) hours will be considered sufficient time for the pavement to set in most cases.

#### **METHOD OF MEASUREMENT**

##### **403-4.1 MEASUREMENT.**

- A. Plant mix bituminous concrete pavement shall be measured by the number of tons of bituminous mixture used in the accepted work in accordance with State of Connecticut Standard Specifications Section 4.06.03 Paragraph 1. Material Documentation (i.e. recorded batch weights or truck scale weights with the appropriate information) and subject to the conditions stated in State of Connecticut Standard Specifications Section 4.06.04 Paragraph 1 for theoretical yield, weight adjustments, material deficiencies, and density deficiencies.

#### **BASIS OF PAYMENT**

##### **403-5.1 PAYMENT.**

- A. Payment for an accepted lot of bituminous concrete pavement shall be made at the contract unit price per ton for bituminous mixture adjusted according to paragraph 403-4.1 above, subject to the limitation that:
1. The total project payment for plant mix bituminous concrete pavement shall not exceed 100 percent of the product of the contract unit price and the total number of tons of bituminous mixture used in the accepted work.
  2. The price shall be compensation for furnishing all materials, for all preparation, mixing, and placing of these materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item P-403-1 : Surface Course Pavement (ConnDOT Class 1) -- per Ton

**END OF SECTION**



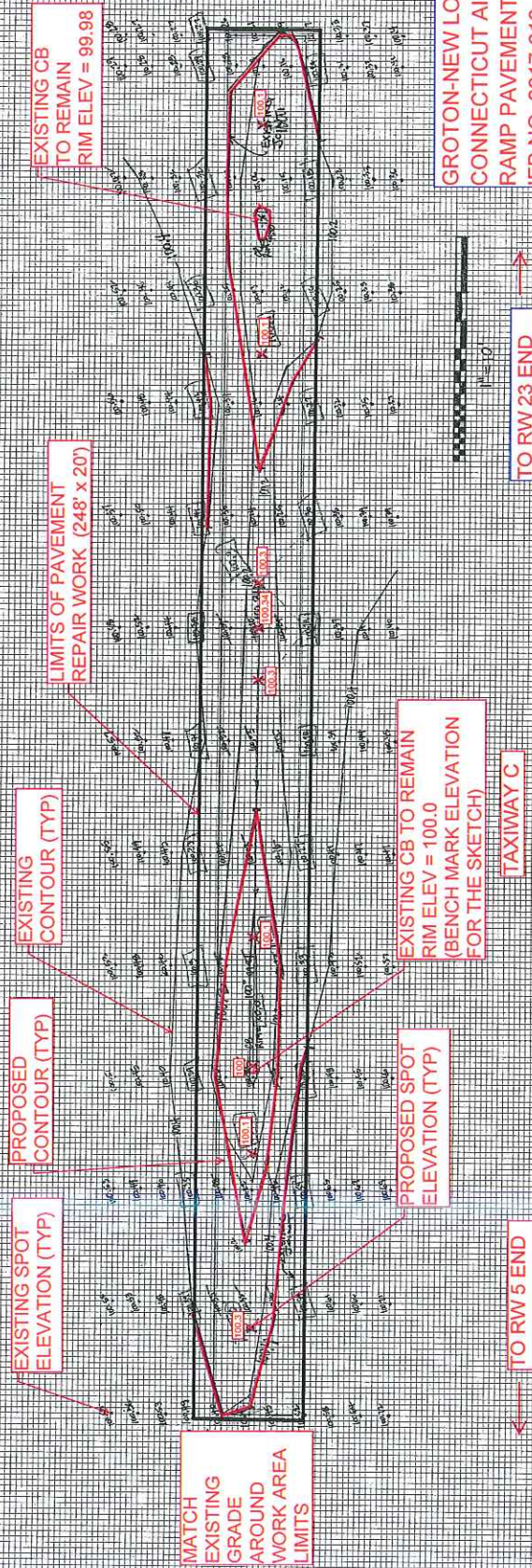
#### GENERAL SEQUENCE OF WORK:

1. SAWCUT PAVEMENT FOR REMOVAL OF EXISTING PAVEMENT.
2. REMOVAL AND DISPOSAL OF EXISTING PAVEMENT.
3. RE-GRADE WITHIN THE LIMITS OF WORK TO PROVIDE FOR A NEW 3-INCH DEPTH OF PAVEMENT TO PROPOSED GRADES SHOWN IN THIS SKETCH PLAN. USE SUPPLEMENTAL SUBBASE MATERIALS AS REQUIRED TO ACHIEVE THE GRADE. COMPACT THE SUBBASE MATERIALS TO THE SATISFACTION OF THE ENGINEER.
4. PLACE EMULSION ON ALL SAWCUT EDGES AROUND THE PERIMETER OF THE PAVEMENT REPAIR.
5. PLACE THE HOT MIX ASPHALT MATERIAL USING STANDARD PAVING TECHNIQUES. MATCH THE EXISTING GRADE AROUND THE PERIMETER OF THE REPAIR AREA.
6. SAW AND SEAL THE PERIMETER JOINT BETWEEN THE EXISTING PAVEMENT AND THE NEW PAVEMENT.

#### GENERAL CONSTRUCTION NOTES:

1. REFER TO THE SPECIFICATIONS ATTACHED TO THE BIDDING DOCUMENTS FOR MATERIALS AND REQUIREMENTS.
2. THE ENGINEER WILL DIRECT THE LIMITS OF THE WORK AND THE ACCEPTANCE OF THE MATERIALS.
3. THE WORK WILL BE PERFORMED ON AN ACTIVE AIRFIELD BUT THE WORK ZONE WILL BE CLOSED DURING THE CONSTRUCTION OF THE REPAIR. THE CONTRACTOR SHALL STAY WITHIN THE WORK ZONE UNLESS ESCORTED BY CAA OPERATIONS PERSONNEL FROM THE ACCESS GATE.
4. THE CONTRACTOR SHALL BE AWARE THAT AIRCRAFT AND AIRPORT OPERATIONS ALWAYS HAVE PRIORITY AND THAT SAFETY SHALL BE CONSIDERED A PRIMARY RESPONSIBILITY.

#### GENERAL AVIATION RAMP



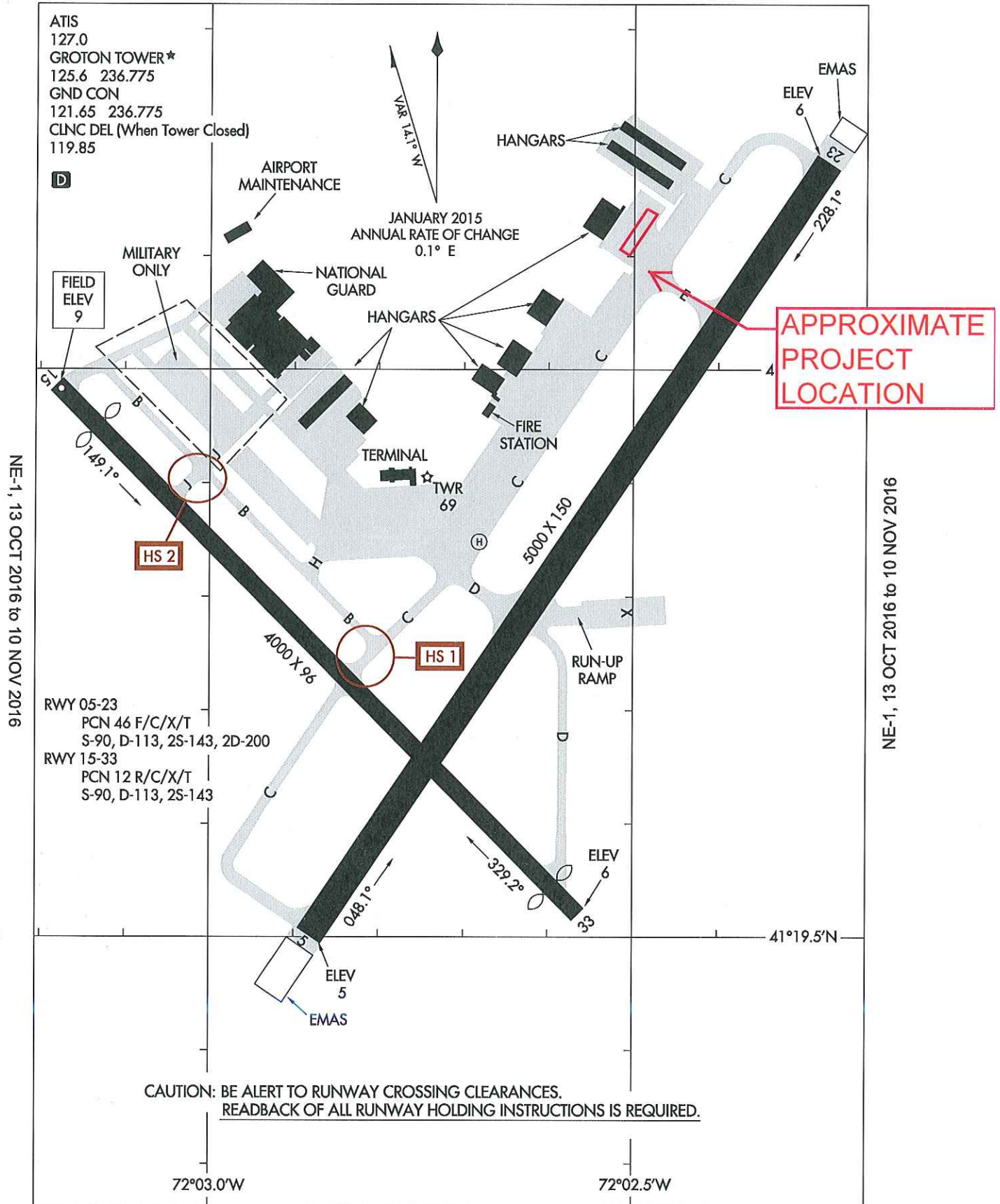
GROTON-NEW LONDON AIRPORT  
CONNECTICUT AIRPORT AUTHORITY  
RAMP PAVEMENT REPAIR SKETCH  
IFB NO. 2017-010  
NOVEMBER 2016



16147

# AIRPORT DIAGRAM

AL-5049 (FAA)

 GROTON-NEW LONDON (GON)  
 GROTON (NEW LONDON), CONNECTICUT


# AIRPORT DIAGRAM

16147

 GROTON (NEW LONDON), CONNECTICUT  
 GROTON-NEW LONDON (GON)